

on the table top so the can is tangent to two of the corners. Then draw an arc and cut.

"I've read about all sorts of ways to preserve a partially filled paint can - everything from sucking out the air with your mouth to using expensive vacuum equipment. The rule to remember is, keep the paint can lid and its insertion lip clean. I use a steel brush on a grinder to clean the lid. I ground down the tip of a screwdriver so it would fit tightly in the lip of the can to clean. I clean out what I can, then spray paint remover in the lip. Leave it there until the paint softens and then use an old cloth or paper towel, as well as the screwdriver, to finish cleaning out the lip. Warning - don't use compressed air unless you want a face full of paint and paint remover - it happened to me. This is a little bit of work, but I've used this method for years and the paint will be usable for a long time."

Tom Haire, Bartlett, N.H.: "In your last issue a fellow recommended using Teflon tape for LP and natural gas connections. This is prohibited by National Fire Protection Association due to danger of small pieces of tape coming loose and becoming lodged in valves, keeping them from sealing completely."

Bob Heslop, Warner, N.H.: "I was putting an old Deere 420C tracked tractor back into working condition. The guide flanges on the front idler wheels were so worn the tracks kept coming off. To remedy the problem without spending a lot of money, I measured the gap between the guide flange and the chain on the track. I then divided the measurement by two and bought some hot roll flat steel the thickness of half the gap and as high as the flange. I measured the circumference of the idler wheel and cut four pieces to this length. I then welded a piece of the flat on edge along the flange, welding about 1/2 in. up along the side, then used a 3-lb. hammer to bend the flat around the wheel as I kept welding it down about 1/2 in. at a time. The heat softened the flat steel as I went. I welded to both sides of the flanges on both wheels. The idler wheels are weldable cast so ordinary welding rod works nicely. Haven't thrown a track since making the modification."



Aaron Marley, Nokomis, Ill.: When Marley wants to air up a tire on a piece of farm equipment, he just pulls out a pressure hose from a reel that he attached to the top of his portable air compressor.

"I can reach out 50 ft. with the hose without having to pull the compressor around with me. The reel actually could hold as much as 100 ft. of hose," he says.

Marley is a farmer and an electrician who also pitches in with carpentry jobs. He recently used the compressor to power a pneumatic stapler used to shingle a roof. He used two lengths of strap steel to make a mounting bracket for the hose reel.



Tom Chaney, Chrisman, Ill.: "I use an old mini bus as a service truck and got tired of watching caulking tubes and spray cans roll around on the bus's floor. To solve the problem, I built this can and caulking tube holder, which I mounted on one of the bus's walls. The holder measures 3 ft. long, 5 1/2 in. deep, and 14 in. high and is made out of 3/4-in. thick plywood. It was put together with wood glue and wood screws. There's a 4 1/2-in. gap between the front and back sides of the holder, which is perfect for storing spray cans, caulking tubes, quart oil containers, and so forth."

Joseph Ferro, Hodgdon, Maine: "A sprocket on my IH T-46 baler broke apart. A replacement sprocket would have cost \$108 from the dealer so I bought a smaller-size sprocket that had the same bore size for just \$8. I bolted the smaller sprocket to the broken larger sprocket and then slipped them both onto the shaft and used the original spacing and pin to effect the repair. It worked great."

Robert Rottinghaus, Clever Tech, Inc., 4121 South Canfield Road, Jesup, Iowa 50648 (ph 319-827-1311): "Our new Drive Chain Disconnect for White 5100 to 6100 and 8000 corn planters saves wear and tear on chains, bearings and sprockets. It quickly installs in place of the original chain tightener and you add 4 in. to the drive chain (not furnished). Once installed, you just push down on the spring roller to remove the chain from the drive sprocket, letting it ride on the cast iron hub. Sells for \$38.50."

Joe Macha, Plainview, Texas: "Every so often I fill my grease gun with gear oil to grease bearings on field equipment. A little bit of oil keeps the seals moist so they last longer."

Toolbelt Has Clip-On Pouches

A radical new tool belt made its debut at the International Builder's Show in Las Vegas in January. With dozens of interchangeable pouches, tool holders, organizers and other accessories, the new belt is easy to customize.

"The belt and accessories are made with thick suede and ballistic nylon and feature rivets, double stitched seams and anodized hardware," says Keith Whitaker of Iron Dog Tool Gear.

Though designed in the U.S., the system is made by European Tools, Ltd. Whitaker described the origin of the belt, which is being introduced April 6 in the U.S. and later this year in Canada.

"The problem with conventional tool belts is that once you load them up with nails or tools you have to carry the full weight until the job is done. With our belt, you can slip a pouch or tool holder on or off, customizing it for the job as you go through the day."

The secret to success of the new belt is the Versa Clip system. Steel clips attached to pouches and other gear slip into reinforced nylon slots on the suede leather belt. Matching slots on the sides of the tool bags let you attach additional bags to the bags themselves.

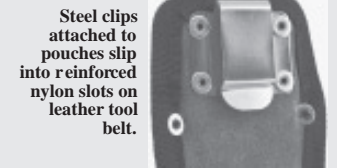
The rig belt, which the company claims is built strong enough to tow a truck, will have a suggested retail price of around \$27. Individual pouches and tool holders will run from \$7 to \$40, depending on size and complexity.

"Depending on how you build it out, a full rig could cost as much as \$195," says Whitaker. "Full-size bags to replace toolboxes will retail from \$35 to \$70."

They can also be fitted with clip-on tool or parts holders.

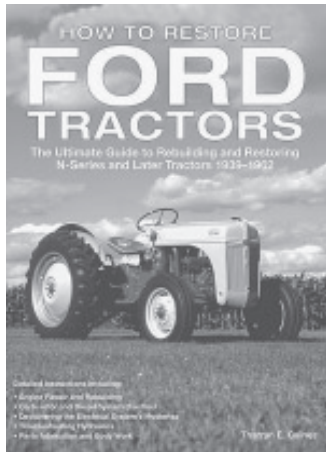


Tool belt has dozens of interchangeable pouches, tool holders, and other accessories.



System makes it easy to slip a pouch or tool holder on or off, depending on the job.

Contact: FARM SHOW Followup, Iron Dog Tool Gear, European Tools Ltd. North America, P.O. Box 7211, Wilton, Conn. 06897 (info@irondogtoolgear.com; www.irondogtoolgear.com).



Voyager Press (www.motorbooks.com; ph 800 458-0454): If you've got an N-Series Ford tractor you'd like to restore, you'll be interested in this book. It's called "How to Restore Ford Tractors - The Ultimate Guide to Rebuilding and Restoring N-Series and Later Tractors 1939 - 1962" by Tharran E. Gaines. The 224-page book contains 300 color photos and offers detailed instructions on everything from engine repair and rebuilding to tips for perfect painting, and much more. It's one of the best tractor restoration books that has come across our desks. Sells for \$29.99 (\$32.95 Can.) plus S&H.



Schuster built a shop between two 40-ft. containers, which form the building's walls.

"Ship Shop" Built Between Shipping Containers

It looks like any other steel building, but the walls of Tom Schuster's 36 by 40-ft. shop are 40-ft. containers. He had parked two containers 20 ft. apart on railroad timbers in 1995 when he purchased his Pomeroy, Wash., property.

At first the containers were used individually for storage. Later Schuster decided to build a shop between the two containers. He covered the space between them with a roof with 4/12-pitch trusses he built and bolted on the outside walls of the containers. He framed and insulated the 20-ft. area between the containers, installed a 10 by 10-ft. overhead garage door, and put chipboard on the interior and steel siding on the exterior of the end walls. He cut a door into one of the containers on the interior sidewall for easy interior access.

The area over the tops of the containers makes handy storage space. He also bolted shelves to the containers' sidewalls. He poured a cement floor in the shop area between the containers and has a wood stove for heat.

"It makes a super building," Schuster says. "It's windy here, but the containers are heavy and the wind doesn't blow them around. They have hardwood floors and are better built than most storage buildings. I wouldn't trade it for a commercial-built building."

Schuster paid \$1,200 for each of the containers in 1995. He spent another \$8,000 to complete the shop.

Contact: FARM SHOW Followup, Tom Schuster, 10 Connell Hill Rd., Pomeroy, Wash. 99347 (ph 509 8430-3078).